

-2-

Applicant has added new claims 27 to 38 to provide her with claim scope commensurate with the disclosure. New claims 27 and 37 are independent.

New independent claim 27 defines a method of making a combustible fuel source comprising the steps of:

- (a) soaking a cellulose fibre product in water to form a first intermediate;
- (b) coarsely macerating the first intermediate to form a pulp;
- (c) drying the pulp to form a porous carrier;
- (d) impregnating the porous carrier with a liquified solid fuel such that the liquified solid fuel is dispersed throughout the porous carrier; and
- (e) solidifying the liquified solid fuel on the porous carrier to form the fuel source.

New independent claim 37 defines a method of making a combustible fuel source comprising the steps of:

- (a) comminuting a wood fibre product to form a wood fibre fluff;
- (b) compressing the wood fibre fluff into a preselected shape to form a first intermediate;
- (c) injecting steam into the first intermediate to form a porous carrier;
- (d) impregnating the porous carrier with a liquified solid fuel; and
- (e) solidifying the liquified solid fuel on the porous carrier to form the fuel source.

-4-

compromised, the Jesse and Tanner fuel sources have a greater tendency to break apart during combustion, and thereby create explosive hazards.

Haymond discloses another fuel source unit comprising finely divided wood mixed with paraffin wax. The wood component necessarily consists of long strand fibers. The bonding forces between long strand fibers, when wetted, is relatively poor. As such, the wax component is necessary to bind the wood component in Haymond's fuel source. In this respect, and similar to the fuel sources disclosed in each of Jesse and Tanner, when combustion occurs and heat is generated, the wax tends to flow out of the fuel source, thereby compromising structural integrity of the fuel source.

Alexander discloses a further fuel source comprising a mat paper material of "firm or hard pulp type of paper" (see column 3, lines 26-29), impregnated with citronella oil (see column 2, lines 52-55), with an exterior coated and sealed by a paraffin dip (see column 3, lines 49-54). Firm or hard pulp type of paper necessarily consists of long strand fibers. Long strand fibers are poor absorbers (of, for instance, a liquified solid fuel), are poor at retaining absorbed liquids (again, such as liquified solid fuels), and generally exhibit weak bonding forces with other long strand fibers. This is in contrast to the relatively short strand fibers formed with the Applicant's invention. Short strand fibers are generally good liquid absorbers, good at retaining absorbed liquids, and exhibit strong bonding with other short strand fibers. Good absorption characteristics facilitate the manufacture of a fuel source with relatively larger amounts of solid fuel. Further, the short strand fibers tend to retain the absorbed fuel even when the fuel becomes liquified under high temperature conditions. Even further, the relatively strong bonding forces between the short strand fibers of the porous structure of the Applicant's fuel source contributes to the structural integrity of the product during combustion.

The Applicant's invention is further distinguished from the Alexander fuel source by the fact that the Alexander fuel source does not comprise a cellulosic porous carrier impregnated with a solid fuel. Rather, the Alexander fuel source is impregnated with a citronella oil, which is a liquid oil. To preserve the liquid oil in the Alexander carrier, the carrier is coated with a paraffin dip to

-5-

maintain the citronella oil therein. Although the paraffin wax can be characterized as a solid fuel, the paraffin wax merely coats the exterior of the Alexander fuel source and is not dispersed throughout the fuel source.

Campana discloses a wick comprising of a paper fabric impregnated with candle wax (see column 4, lines 52-58). Unlike the porous carrier of the Applicant's invention, the paper fabric carrier material of the Campana fuel source necessarily consists of long strand materials. As such, similar performance concerns plague the Campana fuel source as do the Alexander fuel source.

Finally, Shinholster discloses a fuel source comprising slag, fibers, and a carbonaceous fuel (see column 6, lines 33-35). The presence of the slag suppresses combustion, either by reducing the efficiency of the fuel source. Further, the slag contributes to excess residual ash, resulting in unnecessary waste. Combustion is further compromised by the fact that the formation of the Shinholster fuel source requires compression of the admixture of the slag, fibers, and carbonaceous fuel. Although the use of short fibers are contemplated, the disclosure teaches that slag is a necessary ingredient in the event that shorter fiber lengths are employed in the composition (see column 4, lines 40-45), as such, teaching away from the use of shorter fibers without the slag.

Respectfully submitted,

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APPENDIX B

MARKED-UP VERSION OF CLAIM AMENDMENTS

19. (amended) A combustible fuel source comprising: [according to claim 1,]

a self supporting porous carrier of dried pulped fibre including at least one surface for a combustion site; and

a solid hydrocarbon fuel dispersed throughout said porous carrier after its formation such that, when ignited at said at least one surface, said hydrocarbon fuel is combusted and heat from said combustion vaporizes additional solid hydrocarbon fuel in said porous carrier which travels through said porous carrier to said at least one surface wherein it is combusted;

wherein said fuel source is formed into a preselected shape in the form of a cylinder and said fuel source further comprises an outer sheath which is denser relative to said porous carrier and said outer sheath is impregnated with a solid fuel.
22. (amended) A combustible fuel source comprising: [according to claim 1,]

a self supporting porous carrier of dried pulped fibre including at least one surface for a combustion site; and

a solid hydrocarbon fuel dispersed throughout said porous carrier after its formation such that, when ignited at said at least one surface, said hydrocarbon fuel is combusted and heat from said combustion vaporizes additional solid hydrocarbon fuel in said porous carrier which travels through said porous carrier to said at least one surface wherein it is combusted;

wherein said fuel source may be spread over an oil spill in the water and combusted together with said oil spill.